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NEWS AND TRENDS . . .

IN CITY DEVELOPMENT

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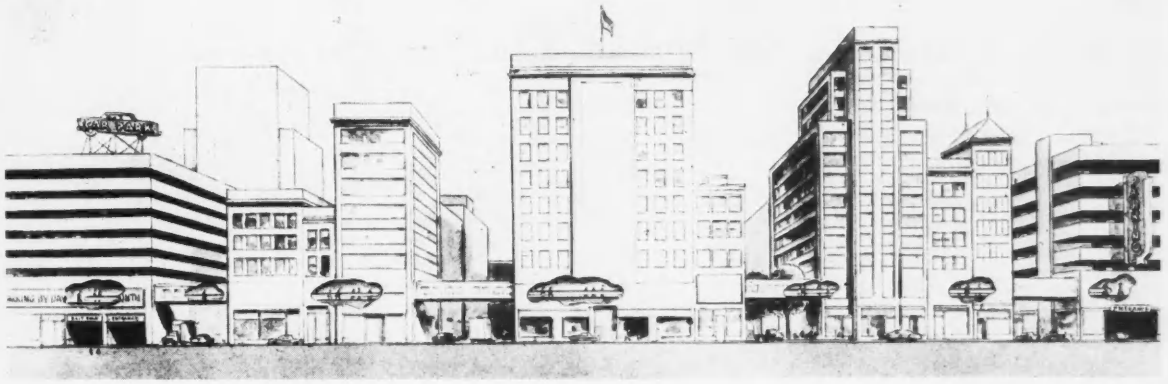
DETROIT

CONVEYOR BELTS FOR PEDESTRIANS



Courtesy Consulting Engineer

A speedwalk through downtown buildings, as shown, could alleviate heavy street traffic.

In Jersey City, N. J., commuters recently started using what is believed to be the first moving sidewalk designed as a permanent facilty for the large-scale movement of pedestrian traffic. Successful demonstration of the feasibility of this installation is expected to stimulate many other applications now under study to facilitate and encourage pedestrian traffic in downtown business districts, large shopping centers, airports, and parking lots—to name a few actual projects. One particularly bold proposal is to substitute belt conveyors for the shuttle subway trains now operating under 42nd Street, New York City, between Times Square and Grand Central Station.

Lag in Pedestrian Transport

Application of the belt conveyor to the transportation of human beings has lagged strangely in this age of rapid improvements in the technology of transportation. Bulk commodities are being effectively and efficiently moved by this method for distances up to six miles, and much longer installations are in the planning stage. Escalators as a means of vertical passenger transportation have achieved wide acceptance. Thus the technical problems involved in passenger transportation have to a large extent been solved, according to an article by Paul W. Freitag, Jr., project engineer for the Goodyear Tire & Rubber Company, in the March, 1954 issue of *Consulting Engineer*, upon which much of the information here presented is based.

Two Types of Moving Sidewalks

A number of manufacturers of belting and driving equipment are now working out the details of proposed installation which fall into two broad categories. One covers short distances at low speeds. The other, more elaborate in nature, involves the use of small belt-transported cars reaching higher speeds to facilitate communication between more distant points.

New Jersey "Beltway"

An example of the first type is the new facility in Jersey City, installed in an existing underground passage connecting the Erie Railroad terminal with a station of the Hudson and Manhattan transit system. The moving sidewalk now extends a total distance of 227 feet, of which 137 feet is at a 10 percent upgrade. The belt, driven by a 20 horsepower motor, is 66 inches wide to accommodate three persons abreast, and moves at a speed of 120 feet per minute, or about half of the normal walking pace. Its capacity is 10,800 persons per hour.

Such installations can be designed in various widths, with reversible motors to conform to the direction of greatest pedestrian movement. At present, the

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Plan-itorial . . .

Cutting the Gordian Knot

Burnham's famous dictum, "make no little plans", is dear to the heart of every planner. Yet today, as always, the broad, bold concept is too often relegated to limbo by the urgent press of everyday routine problems for which immediate and expedient solutions are essential. Hence, it is refreshing to take note of two audacious proposals to alleviate the congestion of our two largest cities.

More Space for Pedestrian Shoppers

In Chicago, it has been suggested that a spacious second-floor promenade be cut through existing stores in the Loop district for seven blocks, from Marshall Field's to Sears Roebuck's, with pedestrian bridges across intervening cross streets. This walkway would be midway between State Street and Wabash Avenue and parallel to them. Lined with show windows, it would permit leisurely, undistracted shopping, with easy access to every store along its entire length. Engineering studies have demonstrated that the project is physically feasible, and a number of stores have expressed interest. Economic and legal problems are still being explored. (See also pedestrian belt illustration, Page 1.)

One is tempted to carry this idea one step further. With pedestrian and vehicular traffic becoming more and more incompatible, it could be that some day, in an area of great congestion, the ground floor of an entire district may be taken over by motor vehicles—moving in the streets but parked or loading on private property. Pedestrian passageways would then be concentrated on the second-story level, either through buildings or above alleys. Property values lost on the lower level—to be used for parking, loading, service, etc.—would be regained on the upper, which would become the entrance and display frontage. After all, the motorist must become a pedestrian before becoming a shopper. Such a radical transformation would require a high degree of teamwork and cooperation among competing merchants and property owners, but it would relieve a problem of steadily mounting proportions.

Rapid Transit Brought Up To Date

The second idea, from New York City, is of more monumental scope. Its nub is the construction of four tunnels for modern high-speed rail vehicles 100 feet underground, traversing mid-Manhattan and extending westward to the Hackensack meadows of New Jersey, eastward to Sunnyside Yards on Long Island. At each end, connections would be made with existing railways and to a new high-speed express line extending the full length of Long Island. Proponents of this concept who have carefully figured costs and engineering feasibility claim that the $900 million cost of construction and of modernization of existing facilities could be amortized at a fare of approximately one cent per mile, with speeds of up to 150.miles per hour. An incidential benefit: the eight stations in the metropolitan area would provide 50 acres of safe air raid shelters protected by 100 feet of rock cover.

Without attempting to judge or affirm the feasibility of these ideas, we congratulate their proponents for the courage and imagination of their approach. Every radical idea is not necessarily sound, but every sound idea is often in its inception called radical. If the adjustment of our major cities to the motor age and the atomic age is to be successful, we must have more of this type of thinking.

ROBERT B. GARRABRANT, *Secretary*
Industrial Council

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J. C. NICHOLS AWARD

A grant-in-aid of $2,000 has been awarded by the J. C. Nichols Foundation of U.L.I. to Robert S. M. Nielsen of Sydney, Australia, a graduate student at the University of California, who will undertake a research project at the University on "Transportation Developments and Their Influence on the Urban Structure" during the coming academic year.

The Award was announced by Richard J. Seltzer, Foundation Chairman, following a competition conducted under the direction of a committee composed of members of the University's faculty at Berkeley headed by Dr. Sherman J. Maisel of the School of Business Administration.

Mr. Nielsen is studying at the University under a Fulbright scholarship and has been associated with transportation agencies for a period of 10 years. He spent five years in the Royal Australian Air Force. During a tour of duty with BOAC he became interested in transportation problems as seen from the air. The observations gained were incorporated into his research outline giving it a fresh and original quality.

The Award is made annually, in the memory of the late J. C. Nichols, first Chairman of the Community Builders' Council. Mr. Nielsen received the award from John C. Taylor, Chairman

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CONVEYOR BELTS FOR PEDESTRIANS

(*Continued from Page 1*)

practicable maximum length for a single belt is set by Mr. Freitag at 1,050 feet, although successive lengths can readily be installed. Entrance and exit can be confined to the ends, or provided at intermediate points. Each belt must operate in a straight line, although changes in grade are feasible.

Belt Cars

The high-speed transporter is somewhat more complex. As designed for the 42nd Street subway shuttle, passengers will step on to a short moving sidewalk of the kind just described, but immediately move across it into a series of small cars moving at exactly the same speed. Each car will have seats for ten passengers and standing room for four or five more. As each car leaves the loading platform, its doors will close automatically and it will pass over a series of accelerating rollers which will increase its speed smoothly to a maximum of 15 miles per hour and transfer it to a belt moving at that speed. As the car approaches the next loading platform, decelerating rollers will slow it down to match the pace of a second moving sidewalk serving as an unloading platform. The empty cars then move around a turntable to make the return trip on a second and duplicate installation operating in the opposite direction.

Cars will operate bumper to bumper at the terminals; will be spaced 70 feet apart through the high-speed section. Travel time over a distance of approximately one-half mile will be 2 minutes, slightly less than the running time of the present shuttle trains. But there will be no delay in waiting for trains, as at present. The total capacity of the new system is calculated at about 18,000 passengers per hour in each direction, almost 50 percent more than the present hourly peak. Col. Sidney H. Bingham, executive director of the New York City Transit Authority, has indicated that installation of this system will be started during the current year.

Other Applications Pending

Advocates of these new systems of pedestrian transportation confidently expect that these two major installations will stimulate interest in many others. In fact, preliminary discussions have already started in a number of instances. A recent round-up by *The Wall Street Journal* disclosed moving sidewalk projects are under discussion within central business districts; to connect such districts with fringe parking areas; at airports; and in large shopping centers, as well as in an amusement park and at a sports stadium.

The reluctance of the American public to walk any considerable distance has been a complicating factor in seeking solutions to many urban problems. An outstanding example is the provision of parking to serve central business districts. Curb space is totally inadequate, while the provision of off-street parking within the district is not only costly, but interrupts the continuity of the retail frontage. The alternative, fringe parking, frequently involves a considerably walk. Air, rail, and bus terminals also involve more pedestrianism than the public relishes, particularly when luggage carrying is also involved.

The moving sidewalk may offer a solution to these and similar problems. The technical aspects seem to be rapidly approaching solution. Questions of public acceptance and economic justification remain to be demonstrated. Nevertheless, this new development is well worth watching.

COMMUNITY BUILDERS' COUNCIL ACTIVITY

Panel Study

May was a busy month for the Community Builders' Council. On May 22, an eight-member panel of the Community Builders' and Industrial Councils undertook an intensive four-day study of the Moraga Valley, Contra Costa County, California, under the sponsorship of the Utah Construction Co. of San Francisco and the Preston Management Co. of Dallas. These companies joined forces in December of last year to purchase the Moraga Ranch, a vast area of some 5,000 acres lying just east of Oakland, for the development of an integrated community. Urban development surrounds the Valley extending in a crescent from Oakland and Berkeley through the towns of Lafayette, Walnut Creek and beyond. Included in the panel's assignment were recommendations to Utah and Preston on ranges and types of residential land use, shopping centers, possible industrial use and timing of development. The final report is now being prepared. Men serving on the Moraga Panel were: Community Builders' Council—Hugh Potter, Chairman; John McC. Mowbray; Charles E. Joern; Maurice G. Read; John C. Taylor; and J. W. York: Industrial Council—H. Gifford Till and Douglas P. Wells.

Plan Analysis Session

The Spring Analysis Session, which convened on May 27 in San Francisco, was attended by over 100 members of the Council, during which time 13 project plans were reviewed by the Executive Committee, headed by Hugh Potter of Houston. A highly instructive and extensive field inspection trip, carefully planned by Maury Read and Dave Bohannon, covered major commercial and residential developments in San Francisco, San Mateo and Oakland areas, including the shopping centers of Stonestown, Westlake, Los Altos and San Lorenzo. A highlight of the session was a roundtable on shopping center operation led by J. W. York of Raleigh, N. C., developer of Cameron Village. Similar presentations of facts about existing centers are to be a feature of these analysis sessions in the future. The special thanks of all Council members are due Maury Read and Dave Bohannon for their excellent job on advance arrangements and trip itinerary. Grateful acknowledgment is also due the Pacific Telephone & Telegraph Company for the use of their auditorium for part of the analysis sessions.

Fall Session

The Fall Plan Analysis Session will be held in Toronto, Canada, September 23, 24 and 25, at the invitation of ULI sustaining members of that City. Council members who expect to present projects for review at that time should begin now to formulate their plans and notify the office of their intention.

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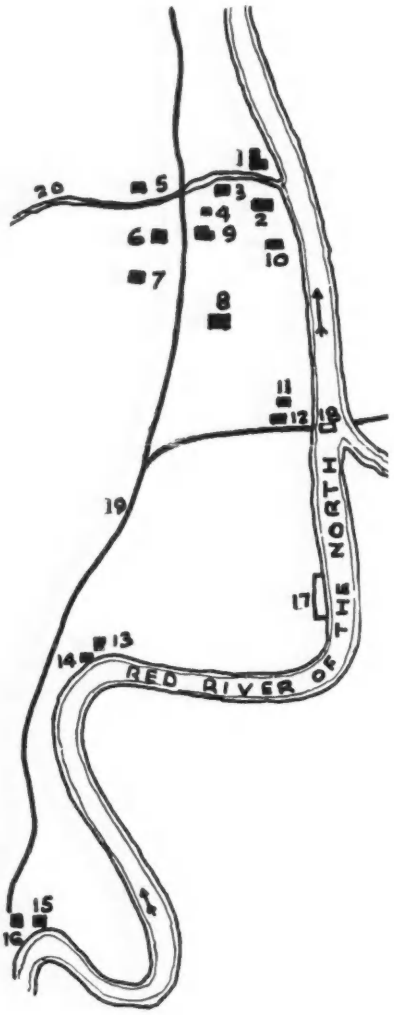
GRAND FORKS IN 1872



LAND USE

1. Capt. Griggs' residence—Built 1871
2. Sawmill of Griggs, Walsh & Co.
3. The Strong residence
4. Steamboat warehouse
5. Saloon of Budge & Eshelman
6. Capt. McCormack's residence
7. Residence of E. B. Andrus
8. Hotel of Nick Carman
9. Store of Griggs, Walsh & Co.
10. Mill Boarding House
11. Saloon
12. Residence of John Fadden
13. Stewart's Stage Station & Post Office
14. Saloon—Jas. Turner
15. Loghouse—Gus Loon
16. Loghouse—Nick Hoffman
17. Boat yard
18. Ferry
19. Stage Trail
20. Coulee: south of present Panovitz bldg. & crossing G.N. right-of-way.

THE ORIGINS OF A CITY

Through the courtesy of G. A. Schultheis, Realtor, we have been provided this 1872 map of Grand Forks, North Dakota. A "real property inventory and land use survey" as of that date discloses seven houses, three saloons, and one each of the following: general store; combined stage station and post office; hotel; sawmill; mill boarding house; steamboat warehouse; boat yard; ferry.

Today Grand Forks, with a population of over 30,000, is the center of a trading area of 200,000 persons. It has over 40 miles of paved streets, 210 acres of parks, a university and medical center, and numerous other amenities. And it is still growing at a rate of from 150 to 200 new homes annually.

INDUSTRIAL COUNCIL HOLDS FIRST CLINIC

Review of three plans for the development of industrial land in as many cities featured the May meeting of the Institute's Industrial Council in Chicago. This new service, which parallels that already provided in another field by the Community Builders' Council, will be continued at subsequent meetings for the benefit of ULI sustaining members who wish to submit industrial development plans and projects for brief review and analysis. Applications for such service should be addressed to Robert Garrabrant, Secretary, Industrial Council, ULI.

Considered at the Chicago meeting were plans for a proposed industrial district on the outskirts of Toledo, Ohio by the Toledo Industrial Development Council, and two urban redevelopment projects involving industrial re-use submitted by redevelopment authorities in Minneapolis, Minn. and Union City, Tenn.

SCREENING SCREENS RECOMMENDED

Taking cognizance of "numerous accidents" attributed to quick glances at drive-in movie screens by passing motorists, the Virginia Advisory Legislative Council has recommended legislation to require that such screens be located or screened so as to be invisible to passing traffic. The Council also suggested better lighting and marking to prevent accidents at points where patrons enter the main highway at the end of the show.

BUILDING MATERIALS CENTER IN AN INDUSTRIAL DISTRICT

The efforts of a city lumber dealer to escape the limitations of a cramped site have resulted in the establishment near Washington, D. C., of a new industrial district which is expected to become a center for the distribution of building supplies and equipment, as well as for light manufacturing.

With a major part of its business based upon supplying large builders, the Frank M. Ewing Company some time ago was forced by lack of space to establish branch yards. This proved uneconomic, and a search was initiated for a larger site at which operations could be consolidated. Eleven miles from downtown Washington, a 90-acre tract was found at Beltsville, Md. The tract is located on the Baltimore & Ohio Railroad and on Route 1, the major highway connection between Washington and Baltimore. Furthermore, it is in the middle of a net of roads giving easy and uncongested access to the entire land boundary of the District of Columbia, a network that will be reinforced in the future by the construction of a projected outer belt highway. Hence, although the lumber company is moving away from the city, its delivery problems will be greatly simplified.

Since the Ewing company could use only a small part of this acreage, the tract has been organized as the Beltsville Industrial Center, the first organized industrial district in the Capital area. The entire 90 acres has been graded and storm drainage installed. Railway sidings, concrete industrial streets, and utilities are now in place to serve an initial development area. Utilities will be extended as necessary. Set-backs, architectural controls, and other regulations will be enforced by the owners. The Ewing company has completed and is occupying a $500,000 office and warehouse, and the first tenant, the Crane Company, is using a comparable office, warehouse and pipe shop for the distribution of plumbing fixtures and supplies. While the balance of the land is available for light manufacturing or distributive operations meeting requirements, the industrial district is expected to be particularly attractive to firms handling other building products because of the advantages noted. In fact, the developer visualizes the possibility of a complete building supply center to serve the metropolitan Washington area.

J. C. NICHOLS AWARD

(*Continued from Page 2*)

of the Board of the J. C. Nichols Company, on May 27, at the San Francisco meeting of the Institute's Community Builders' Council.

In his research, Mr. Nielsen proposes to analyze the possibilities of fully integrating current automobile and motor truck traffic into urban development and to determine the lines which future transport and urban development should follow if cities are to achieve complete economic and social gains.

He plans to give special emphasis to local transit systems and the possibilities for improving, diversifying, or modifying them.

Georgia Tech is Next Sponsor

Georgia Institute of Technology, with Howard K. Menhinick as Chairman of the Faculty Committee, has been selected by the Foundation to sponsor the Award for the academic year 1954-1955.

Strong local interest in obtaining the grant-in-aid for Georgia Tech has been expressed through letters received from a number of local and State organizations, including the Atlanta Real Estate Board, the Atlanta Chamber of Commerce and the Central Atlanta Improvement Association, as well as the school itself. With this splendid expression of interest and cooperation, the Foundation is looking forward to a most productive association with Georgia Institute of Technology.

A MONORAIL FOR LOS ANGELES?

The country's first monorail proposal recently emerged from a dream into an argument. The monorail reached arguable status in Los Angeles following issuance of a report based on a 10-month study. But City Council balked at the proposal, according to *Passenger Transport*.

Legislative approval hinges on the tax exemption and control aspects rather than on the monorail itself. The proposal for the 46 mile route was made by the Metropolitan Transit Authority, created by the State Legislature in 1951 to investigate monorail and to build and operate the system if such were found to be feasible. The engineers' report to the Authority found that it is feasible for $165 million.

Meanwhile, Detroit is looking favorably at an improved monorail system, permitting both local and express service.

In Print

Needed Urban and Metropolitan Research. Edited by Donald J. Bogue. Published jointly by the Scripps Foundation for Research in Population Problems (Studies in Population Distribution—No. 7), Miami University, Oxford, Ohio, and by the Population Research and Training Center, University of Chicago, Chicago 37, Ill. 88 pp., foreword and preface. $1.25.

Planning is rational decision making. It involves a choice among alternatives. Since modern technological progress gives people wide freedom of choice as to where they shall live, planning decisions must give consideration to what the people want and what they are willing to pay for it in terms not only of money alone but also of inconvenience and time losses. Specific information about human desires and attitudes is far from adequate. The social scientists have developed techniques for acquiring such knowledge. Hence, the planners and the social scientists could cooperate to mutual benefit.

This is the theme of this provocative study which is based upon a seminar in population, urbanism, and ecology held last spring at the University of Chicago. It abstracts nine thought-provoking lectures and is made specific by the listing of a large number of suggested research projects, each of which would aid to some degree the process of rational decision making.

Geographical Features of the Automation of Industry. David G. Osborn. Research Paper No. 30, Department of Geography, University of Chicago, Chicago 37, Ill. August, 1953, 106 pp., planographed, maps, charts. $3.00.

This is an excellent discussion of the potential effects of automation on future land use and employment. The author traces the development of automation, clarifies its possibilities, and describes a dozen examples of its application to industrial and related operations. On the basis of these examples, he concludes that the factory—and the office—of the future will need less space and fewer workers per unit of output. Such a trend will have undoubted repercussions upon the land use patterns and economic base of our cities. His tentative attempts to make quantitative estimates of future trends, however, are unconvincing. As he himself admits, it is stretching a limited sample a long way. We need much more information on this subject. This book should stimulate additional study.

Population Growth in Standard Metropolitan Areas 1900-1950. Donald J. Bogue. Housing and Home Finance Agency. Superintendent of Documents, Washington 25, D. C. December 1953. 76 pp. tables, charts. 55c.

In the 1950 census, "standard metropolitan area" replaced "metropolitan district" as a term and basis for compiling the economic and social statistics. The change was necessary to make statistics meaningful for the realties of population growth. But the 1950 S.M.A. and urbanized areas classification made the urban population noncomparable with earlier censuses. This monograph gives statistical continuity to the transition from the old to the new units of area. It also clarifies the change in the removal from rural population classification for the large and rapidly growing group of suburban dwellers living under semi-rural conditions in the vicinity of larger cities. The report was compiled for the HHFA by the Associate Director of the Scripps Foundation for Research in Population Problems at Miami University, Oxford, Ohio. For anyone who must apply or interpret information and statistics related to aspects of metropolitan growth, this report is a document more usable than the census volumes themselves.

The Volume of Residential Construction, 1889-1950. David M. Blank. National Bureau of Economic Research, 1819 Broadway, New York 23, N. Y. March 1954. 99 pp. tables, charts, $1.50.

Knowledge about past operations of the residential construction industry is furthered by this report. To this extent, it also gives insight into the workings of the national economy. The behavior cycles in nonfarm residential unit construction, both housekeeping and nonhousekeeping, are recorded and traced from raw records once buried in Government files. This monograph becomes a full record for the last six decades. The report is part of the larger economic research by the Bureau on studies in capital formation and financing in the United States.

Regional Planning Needs of the San Francisco Bay Area. Van Beuren Stanbery. The San Francisco Bay Area Council, 130 Montgomery Street, San Francisco 4, Calif. 1954. 53 pp. map. $1.50.

Every metropolitan area is a physical unit made up of political parts. In most cases, the economic, social and cultural growth of the area is prevented by its disorganized urban sprawl. Even though all or some of the political jurisdictions are embarked

on planning programs, the effectiveness of each is dissipated by the lack of a steering mechanism for the whole area. Regional planning, at least on an advisory basis, is the tool that can strengthen the development of the area in all its parts. In this report, the Bay Area Council, which is devoted to the economic and civic development of the nine counties bordering on San Francisco Bay, takes a look at the planning needs of its region. The report is one that might well stimulate the cooperative action that is needed. It furnishes the Council, certainly, with a useful working reference on regional planning and its application to the needs of the Bay Area.

Procedures. City Planning Commission, City Hall, Los Angeles, Calif. 1953. 53 pp. charts, mimeo.

Where, what, and how to apply for permits or applications under the various ordinances of a city can be confusing to the public, to say the least. But in this booklet the Los Angeles City planning Commission gathers together a set of rules that unravel official red tape. The booklet is also a directive for the city planning staff in its administrative processing work. Procedures are outlined for the step by step items to be followed both by applicants and by the planning staff in the filing and processing of plans for subdivision approval and requests under the zoning ordinance, including change of zone, conditional uses, variances, and interpretations. This is a useful kind of guide for any administrative body. The document acquaints the public with what is required to process subdivision applications and to assist in preparing and expediting their other requests. In this case, the animated flow charts are even more helpful than are the spelled out procedures. These charts are a real help in following the steps.
P.S. Most cities should have one.

Houston Metropolitan Area Traffic Survey. Texas Highway Department, City of Houston, and U. S. Bureau of Public Roads. Operations Division, Texas Highway Department, Austin, Texas. 1953. 133 pp. Ilus. maps, charts.

A technical origin and destination survey of traffic is hard to evaluate as a report. The facts and figures apply to local conditions. Like such reports from other cities, this Houston survey furnishes the data that is needed for planning. The subsequent usefulness of the survey data then becomes one of how well the "desire lines" of travel are interpreted in their later application to a thoroughfare plan.

Some items among the findings of this survey are cited as revealing the local situation in comparison with traffic in other metropolitan areas. In Houston, from all modes of travel for internal trips, auto drivers are 55.7%, auto passengers, 29.9%, bus passengers 13.7%, taxi passengers .3%, and truck passengers .4%. Similarly, for all modes of travel the purpose of the daily trip is recorded as being: to work 18.9%, business 4.3%, shopping 10.1%, school 4.9%, social 10.8%, to serve passengers 7.3%, home 40.4%, other 3.3%. The central business sector was the origin or destination of 34.6% of the bus passenger trips. Other information to point to the position of the central business district is not decipherable in a detached review of the report.

Economic Base of Binghamton, N. Y. Broome County Planning Board, Binghamton, N. Y., 1953. 58 pp. maps, tables, charts, mimeo.

The well-being of a community is not so dependent upon its citizens as on the ability of the citizens to make a living. In this report, the Planning Board examines the economic base of Binghamton, N. Y. This is the kind of basic research that is necessary for sound planning and for analyzing the facts about the economic stability of the community. With this report, Binghamton has data whereby it can do something realistic about its economy and about bolstering its lead position among the "Triple Cities" regional area. One fact is noted: for each person in Binghamton's basic industrial employment there are 1.5 persons in service industry employment and 6.6 persons in the total population. This fact adds further support to the design standards on which ULI's Technical Bulletin No. 16, "Planning Community Facilities for Basic Employment Expansion", is based.

Industries for Small Communities, with Cases from Yellow Springs. Arthur E. Morgan. Community Service, Inc., Yellow Springs, Ohio. 1953. 108 pp., illus. $2 cloth; $1.50 paper.

Yellow Springs, Ohio, is a small college town. Since 1921, when Antioch College acquired new and vigorous leadership, the non-student population has increased from 1300 to 2500, while "industrial" employment has increased from perhaps 20 jobs (in a sawmill, cannery, grain elevator and evergreen nursery) to approximately 500. During this growth period no outside industries have been solicited, and no inducements have been offered other than the inherent attractions of the community and the college. Yellow Springs prefers to grow its industries from seed, rather than to transplant them. The results may develop more slowly, but the town is not interested in growth for its own sake. Its objective is simply to provide adequate and varied employment opportunities for its youth.

Part of this book is a case history of the development of the dozen industries now operating, the largest of which employs 250 in the production of precision aluminum castings. The balance sets forth the author's ideas as to the place of small industry in our society. Dr. Morgan has no aversion to bigness as such, although he suspects that some industrial giants may be economically overgrown. He believes strongly, however, that there is now and will continue to be a definite place for many small, efficient, and intelligently operated small businesses in our industrial picture. And he believes they will be highly profitable, both economically and socially.

Zoning Policies for Boston. Boston City Planning Board, City Hall, Boston 8, Mass. 1953. 21 pp., maps, charts.

An excellent public education pamphlet preparatory to the presentation of a general rezoning program. Sets forth (1) the reasons why rezoning is necessary and (2) the principles and standards proposed to be followed in preparing the new zoning maps. Free discussion is invited. A major proposal is the introduction into Boston of the regulation of building bulk by setting limits on the floor area—lot area ratios in each zoning district.

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